Montreal
in halftone

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MONTREAL IN HALFTONE

A Souvenir giving over One Hundred Illustrations, plain and colored, showing the great progress which the city has made during the past seventy years, with historical description by Dr.

W. H. Drummond

Author of "The Habitant", etc.

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MONTREAL

LET us look backward over a space of more than three and a half centuries—a long period in the civilized history of this country. Jacques Cartier, sailing from St. Malo in the spring of 1534, had steered from the coast of Newfoundland, had passed through the Straits of Belle Isle, and planted the emblem of Christianity on the Gaspe Cliffs; but pursuing his weastern course up the Gulf of St. Lawrence, the sight of Anticosti lying in his path, and the roar of the fierce autumnal storms sweeping over this island of desolation, proved too much for the Breton mariner, and he turned his prows eastward and returned to France. However the old longing to discover the road to Cathay re-asserted itself in the heart of the St. Malo sailor and on the 19th of May, 1535, he once more took the seaway and on the opening day of September the first white men to gaze upon the majestic, though gloomy, Saguenay, were Jacques Cartier and his followers. Still onward sailed the tiny French argonauts up the Channel, until they saw rising out of the restless waters the bold promontory which in after years conferred undying fame upon Frontenac, Wolfe, Montcalm and Montgomery. After some time spent with the friendly Indian Donnacona, and his band of swarthy tribesmen, Cartier with a little galleon of forty tons and two open boats, set sail up the green St. Lawrence, for Hochelaga, the site of the present city of Montreal, where he disembarked on the 2d of October. What a scene met the eyes of the explorer and his companions! Before them, already tinted with the leaves of an early Canadian fall, stood the mountain which confers upon Montreal so many natural advantages, and on the plateau below lay the popular Indian village, circled by luxuriant fields of corn.

Preceded by their savage guides, the white strangers were escorted to the summit of the neighboring hill, from whence the travellers from beyond the seas looked down upon the magnificent panorama which presented itself to their enraptured gaze, and which today is the delight of tourists from every part of the globe. But altho' to Jacques Cartier belongs the credit of being the first white man to set foot on the Island of Montreal, yet it was not until 1642 that the Colony of Ville Marie was established with Paul de Chomedy Sieur Maisonneuve and his associate of a few years later Marguerite Bourgeoys, to whom belongs the credit of being the real founders of Montreal.

Maisonneuve the soldier, martial of figure and stern of will, formed a strong contrast to the gentle, yet not the less heroic Marguerite Bourgeoys, whose sole ambition was to convert to Christianity the red children of the forest as well as minister to their temporal wants. The Hospital of the Hotel Dieu stands today, on the eastern slope of Mount Royal, a monument to the courage and devotion of the sweet faced Sister of Charity.

Many a wild page of Canadian history has had its origin in and around old Ville Marie; and an ever-shifting panorama as the years roll on of Jesuit Priest, Coureur de bois, timid Huron and turbulent Iroquois passes before our mental eye. As we stand today on the summit of Mount Royal, we can discern in the west a glimpse of Lachine Rapids on the shore of which La Salle, the discoverer of the Mississippi, once had his abode, and where doubtless he dreamt many dreams of giant rivers and mysterious seas far away towards the setting sun, and here too, where still can be seen the ruins of the explorer's home, is the spot where on the fourth of August, 1689, occurred what is known in Canadian history as a massacre of Lachine. Fifteen hundred warriors of the Iroquois, stealing stealthily along the river side, and concealed by tempest and darkness, perpetrated in a few hours the most dreadful butchery known in the annals of our country; two hundred of the inhabitants had the good fortune to be killed on the spot, while one hundred and twenty were carried away as captives to the opposite shore of Lake St. Louis, where the following night they were tortured to death by the various methods known to the relentless Iroquois. On that awful night little groups of stupefied and horror-stricken settlers stood gazing from the shores of Lachine at the lights that blazed along the river side, where the present Indian Village of Caughnawaga stands, while their friends and relatives were being tortured to death in the fires of the savage Iroquois.

A few miles beyond Lachine lies Isle Perrot, once the vantage point of Perrot the Indian trader, Frontenac's most dangerous rival in fur bartering with

the Indians and white trappers, whom he (Perrot) regularly intercepted on their way from the great lakes to Quebec. Isle Bizard situated on the Riviere des Prairies, and only a few miles from Isle Perrot, perpetuates the memory of Lieutenant Bizard, who, acting on the instructions of Frontenac, the soldier governor of Canada, attempted on one occasion to arrest the audacious Perrot but without success. History! history! everywhere!

It would be impossible in a short sketch like this to enumerate in full the many points of historical interest in and around Montreal, but there are a few objects of more than ordinary importance which should not escape the attention of the intelligent sightseer. The statue erected on the old Place D'Armes to the memory of Maisonneuve, the founder of the city, is the work of Louis Hebert, a native Canadian sculptor, and is regarded by connoisseurs as one of the finest works of art in America. The Chateau de Ramesay, once the home of the last governor under the French Regime, is the depository of many relics such as paintings, weapons of warfare, etc., illustrating the stirring incidents connected with the early history of the colony. Prominent among the older buildings and well worthy of a visit are the Seminary of St. Sulpice, the Parish Church of Notre Dame, the Hotel Dieu, Christ's Church Cathedral, the Church of the Bonsecours and Old St. Gabriel Church.

Among the more modern structures may be included the Royal Victoria Hospital, which cost two millions of dollars, and was the combined gift of Lord Strathcona and Mount Stephen. The Bank of Montreal, St. James Chathedral, Notre Dame de Lourdes, McGill University, St. James Methodist Church, the Grey Nunnery, Church of the Gesu, the Royal Victoria College for Women, the new Grand Trunk Railway Offices, and the Victoria Bridge which spans the St. Lawrence River a distance of over two miles.

Winter and summer, the whole year around, Montreal and its vicinity possess for the stranger, attractions hardly known in any other part of the world. For the sportsman, Montreal is the distributing point, whence the fisherman can arrange his tackle for either a campaign among the trout of the Laurentain lakes, or the salmon of the lower St. Lawrence, and where the hunter can administer the final touch to the rifle soon to wage war upon the giant moose of Kippewa or Temiscamingue. The growth of Montreal has been steady and satisfactory. True, she owes her prosperity in a large measure, to the natural position she occupies at the head of St. Lawrence navigation, but the strides she has made, particularly since the inception of the great Canadian Pacific Railway, the steel artery of an entire continent, is marvellous, and today the city founded by Maisonneuve contains a population of nearly 350,000 souls.

Mount Royal Park is visited daily, during the summer season, by hundreds of tourists from all parts of the globe. Its beautiful and romantic drives, bamly air, and matchless view from its lofty summit, will always have a fascination for the lovers of nature. To visit Montreal and not to have visited Mount Royal Park, is to have missed the principal attraction of our island city. We strongly advise visitors to pay a visit to this "paradise for weary humanity."

W. H. Drummond.

Big John Canadian.
The Indian pilot who formerly conducted the steamers down the Lachine Rapids.

Baptiste Taiaiake.
The Indian who first piloted a Richelieu steamer down the Lachine Rapids.

Canadian Pacific Railroad Bridge.

A magnificent iron structure built on the cantilever principal and very much resembling the International Bridge at Niagara Falls. When the old Victoria Bridge was built across the river at Montreal about forty years ago it was considered the greatest engineering feat of the age and one of the wonders of the world. Now the river is spanned by four iron bridges, viz., at Cornwall, Valleyfield, Lachine and Montreal.

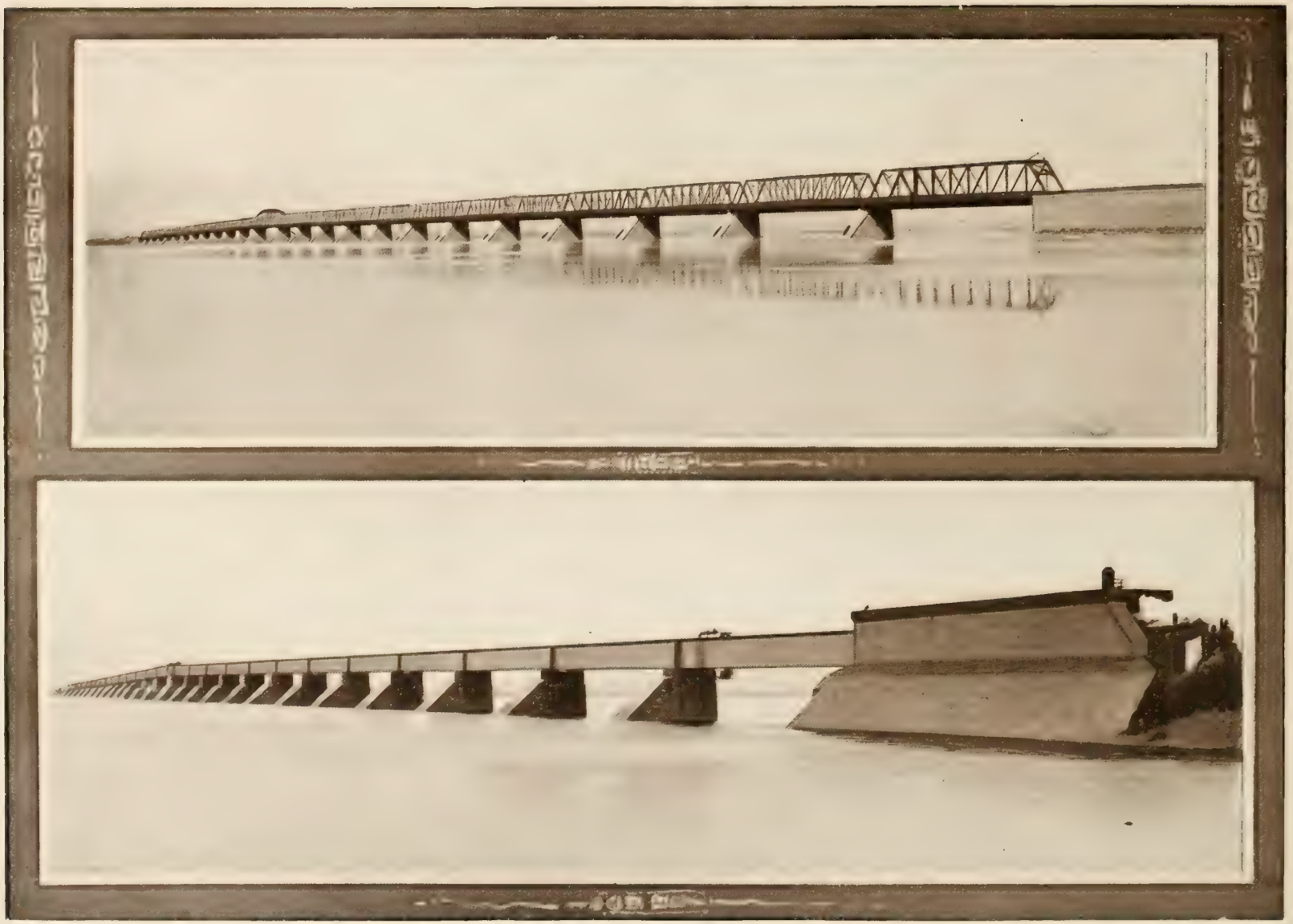
A Canoe Going up the Lachine Rapids, for the purpose of Photographing a Steamer on Her Way Down.

This is a very laborious and hazardous undertaking and only accomplished by superior strength and skill. It is with great reluctance the photographer starts out upon his mission; he knows that it means a long day of hard labor, and when he gets to his destination he has only a rock large enough to set his camera tripod on, upon which to stand and await the coming of the steamer. And when she does come there is no time to lose; she is going at railroad speed, and should his first attempt fail there is no time for a second; the whole operation must be repeated the next day or at some future time.

A Passenger Steamer in the Lachine Rapids.

Soon after passing under the Canadian Pacific Railroad Bridge the announcement is made that the steamer is about to enter the Lachine Rapids. The announcement seems to strike every passenger with awe, and with abated breath they rush for the bow deck to witness the passing of the most exciting, most celebrated and difficult of all rapids to navigate. They are not kept long in suspense. The swift water together with the engine soon carry the boat beyond every appearance of danger, through the narrow passage between the shelving rocks partly covered by the mighty torrent of water pouring over their partly hidden sides, and assisting in keeping the palatial steamer in the center and out of danger. A moment more and we are tranquilly passing under the great Victoria Bridge and rounding up into the historic city of Montreal.

The New Victoria Jubilee Bridge, Reconstructed in 1899.



The Old Victoria Tubular Bridge Opened in the Year 1860.

The old Victoria bridge was acknowledged to be one of the greatest feats of engineering skill known to the world. It was designed by the celebrated English engineer, Robert Stephenson. The upper view is the newly reconstructed bridge with all the old tubular work removed. This was designed and carried out by Mr. Hobson, the famous engineer of the Grand Trunk Railway. The old bridge cost $6,500,000, and the work of reconstruction of the bridge as it now stands, $1,500,000 more.

St. Helen's Island.

New Victoria Bridge.

Nun's Island.

Bird's Eye View of Montreal From Mount Royal Park.

History tells us that on the 2nd day of October, 1535, Jacques Cartier and his hearty band of *voyageurs*, who had sailed from St. Malo, France, were the first white men to ascend Mount Royal From he summit the Breton mariner gazed with wonder and admiration, and in honor of his king, he gave the elevation the name, "*Mount Royal*." But greatly changed is the scene of today Over three and a half centuries have rolled by since the brave sailor looked down from its rugged cliffs on the fertile fields below Then the savage tribes of Iroquois and Hurons were sole inhabitants of our island city, who numbered in all, some 1,500 persons What a change have the centuries wrought The red children of the forest have gone, and where once stood the rude wigwams of these dusky warriors a great and beautiful city has sprung up, a "city of churches," a city with its magnificent cathedrals, hospitals, colleges and schools of learning; a city with one of the finest harbors in the world, and one of the strongest banking institutions on the continent of America. Few cities surpass Montreal in situation Seated as it is, at the head of ocean navigation, its sway as such extends over the largest portion of North America. Being the commercial metropolis, and the wealthiest city in the Dominion, with headquarters of two of the greatest railways in the world, she must soon rank as one of the principal cities on the American continent

Chapel of the Sacred Heart.

This gorgeous monument of church architecture is situated in the rear of the great Notre Dame Church. The chapel is in the form of a latin cross, and is 90 feet in length. The paintings are especially worthy of inspection, all of them the work of Canadian artists, who had studied in Paris under the most famous masters. The cost of the building is said to be about $200,000.

Notre Dame Church.

Facing Place d'Armes Square, is one of the principal landmarks of Montreal. Its seating capacity is nearly 15,000. The towers are 227 feet high, in one of which is the great bell, "Le Gros Bourdon," which weighs 29,400 pounds. Ten other large bells are in the opposite tower, and eighteen men are required to ring them. The church was erected in 1849. The length of the church is 225 feet, and about 135 feet wide. Visitors can ascend to the top of one of the towers by means of an elevator.

Notre Dame Church.

The view, from the main entrance, of the gorgeous altar of this sacred edifice is an inspiring one. Here are to be seen, during the tourist season, at almost any hour of the day, scores of visitors from all parts of the globe. To visit Montreal, and not to have seen Notre Dame, is to have missed one of the principal attractions of our city. The organ, said to be the finest in America, cost over $50,000. The architect of this magnificent building was an Irishman, named O'Donnell, and is buried in one of the vaults of the church.

Statue of Maisonneuve. (Place d'Armes Square.)

FOUNDER OF MONTREAL 1642.

This statue is made of bronze, and represents Maisonneuve in the cuirass and French costume of the 17th century, holding the fleur-de-lys banner in his hand. It rests upon a fountain, and displays some bas-reliefs. At the four corners of the base are four life-size bronze figures, representing an Indian, a colonist's wife, a colonist with the legendary dog Pilote, and a soldier. The statue is the work of Louis Hebert, the famous Canadian sculptor.

Montreal's Harbor.

The port of Montreal has been going through much extensive alterations and improvements during the past three years, as to completely change the whole appearance of the harbor as it existed a few years ago. Millions of dollars have already been spent, and several more will be expended during the present season, and no expense is being spared to make it one of the finest harbors in the world.

[Post Office.] [Bank of Montreal] [Imperial Life Insurance Co.]

St. James Street. (Looking West)

The Broadway of Montreal, and the principal center of the commercial life and activity of our city. Here stands the famous Bank of Montreal, the strongest financial institution on the continent of America, with a capital and rest of $18.000,000. The Imperial Life Insurance Buildings, Postoffice, St. Lawrence Hall, Temple Building, Canada Life Insurance Co., Star office and New Merchants' Bank are among the principal buildings on this busy thoroughfare.

Seminary of St. Sulpice.

This establishment is one of the oldest connected with the Roman Catholic Church in Montreal, and was founded about the year 1657, by Abbie Quelus, who came from France for that purpose. The seminary is a large and commodious building, adjoining the Parish Church of Notre Dame. The picture before us shows a portion of the old wall and ancient clock, which are familar to many of our citizens.

The Canadian Life Insurance Building.

The London and Lancashire Insurance Building.

Tobogganing—"The Spill."

Tobogganing—"The Race."

St. Jean Baptist Church.

This magnificent structure, which has only recently been completed, is situated on Rachel street, on the corner of Sangiunet and Drolet streets, and cost about $180,000. The length inside is 165 feet. It has a seating capacity of fully 12,000. Mr. E. J. Vanier is the architect.

Christ Church Cathedral.

New Grand Trunk Railway Offices.

This magnificent structure, erected at a cost of nearly $500,000, and acknowledged to be one of the most gorgeous and complete railway offices in the Dominion, is erected on McGill street, opposite where now stands St. Ann's Market. The company is sparing no expense to make their building one of the best equipped and most modern on the continent of America.

St. James Cathedral.

Is a model of the immense St. Peter's of Rome, and about half the size. The foundations were commenced in 1870. It is 330 feet long and 222 feet wide. The dome is an exact copy of the famous dome of St. Peter's, Rome. It is 250 feet in height to the top of the cross, 46 feet higher than the towers of Notre Dame. Before the church is all complete probably not less than $2,500,000 will have been spent. The seating capacity is about 4,500.

St. James Cathedral. (Interior.)

To the energy and perseverance of the late Bishop Bourget belongs the credit of first having conceived the idea of building this immense structure, which is designed to surpass all other sacred edifices in America. The architect was Victor Bourgeau, who was sent to Rome to study the original plans of the famous St. Peter's, of which it is, as nearly as possible, an exact model, with the exception of the roof, which had to be made with an incline owing to our heavy snow fall. It has a seating capacity of about 4,000. This magnificent cathedral has already cost over $1,500,000.

The Windsor Hotel.

This famous hostelry, now so well-known all over the world, is situated in one of the most delightful quarters of the city; facing the beautiful Dominion Square, the famous St. Peter's Cathedral, Young Men's Christian Association, etc., and is in close proximity to many of the protestant churches. The popular manager, Mr. W. S. Weldon, has been mainly instrumental in bringing the hotel to its present high standard.

The Dining Room, Windsor Hotel.

Grand Promenade, Windsor Hotel.

Royal Victoria Hospital.

Built through the princely munificence of two of Montreal's citizens, Lord Strathcona and Lord Mount Stephens, at a cost of about $2,000,000. It is a massive and very picturesque building, and is open to all classes and creeds. It is one of the best equipped hospitals in the world. Visitors are always welcome.

Incline Railway, Mount Royal Park.

Was constructed in 1884 Since the opening, over 7,000,000 people have been carried, without a single accident of any kind. It originally cost over $55,000, and is kept in perfect running order. Only the most skilled and competent engineers are employed. The top of incline is 750 feet above the summer level of the river St. Lawrence.

St. James' Methodist Church. (Interior.)

Among all the Protestant churches of our city, St. James' Methodist is the most stately and imposing. The interior is very beautiful. The organ is said to be one of the best in the city, and the vocal part of the music is rendered by highly cultivated voices. Within the walls of this magnificent edifice has been heard some of the most celebrated preachers and pulpit orators of the day.

St. James Methodist Church, St. Catherine Street.

This is the largest and most gorgeous Protestant church in the Dominion and is built on St. Catherine street. The church and grounds cost over $500,000. It has a seating capacity of nearly 3,000. Being built of stone of variegated colors, the exterior presents a very rich and pleasing effect.

Hockey Match, Victoria Rink.

Skating Carnival, Victoria Rink.

Grey Nunnery Chapel.

The Grey Nunnery.

Park Toboggan Slide.

Dominion Square.

Many of the old residents of our city will remember the time when the site of the present beautiful square was used as a burial ground. With the onward march of time a wonderful change has taken place, and where not many years ago was only barren fields, is now the most fashionable quarter of our city; surrounded with church edifices and buildings of the most palatial character.

Y. M. C. A. Snow Shoe Tramp, Mount Royal Park.

St. Catherine Street in Winter.

Sherbrooke Street—A Winter Scene.

The Court House.

Y. M. C. A. Building on Dominion Square.

Windsor Hotel.

Park Avenue, Montreal.

Guy Street in Winter.

Market Day, Jacques Cartier Square.

Grain Elevator.

This immense structure only recently completed, and which is one of the largest in the world, is about 250 feet in height and can be seen from all parts of the city. Cost over $2,000,000.

A Toboggan Slide. "The Race"

Some years ago this was one of the principal sources of amusement during the winter evenings, but within the last two or three years hockey and skating are more popular with the rising generation. Still there not a few who yet indulge in this exhilerating and exciting pastime. To our American visitors from across the line, this sport is a great attraction, many coming to our city to take in the various Canadian winter pastimes, and tobogganing in particular.

Mount Royal Park in Winter.

Chateau de Ramezay.

Windsor Street Depot, Canadian Pacific Railway.

This magnificent building, which is the headquarters of the Canadian Pacific Railway Company, is situated on Windsor and Osborne streets. During the past year an immense addition has been added which makes it one of the most imposing and elegant railway depots in the world.

Grand Trunk Depot.

Is situated on St. James street and is of recent construction. The waiting rooms and general offices are very commodious and no expense seems to have been spared to make the Grand Trunk Depot one of the most complete and comfortable to be found in any city in the world.

Monkland's Villa Marie Convent. **Drill Hall.**

Here the reader is shown the beautiful and costly Royal Victoria College, the gift of Lord Strathcona, and below the old and historic convent of Villa Marie whilst in striking contrast the large and massive Drill Hall looms up with great prominence.

Queen's Hotel.

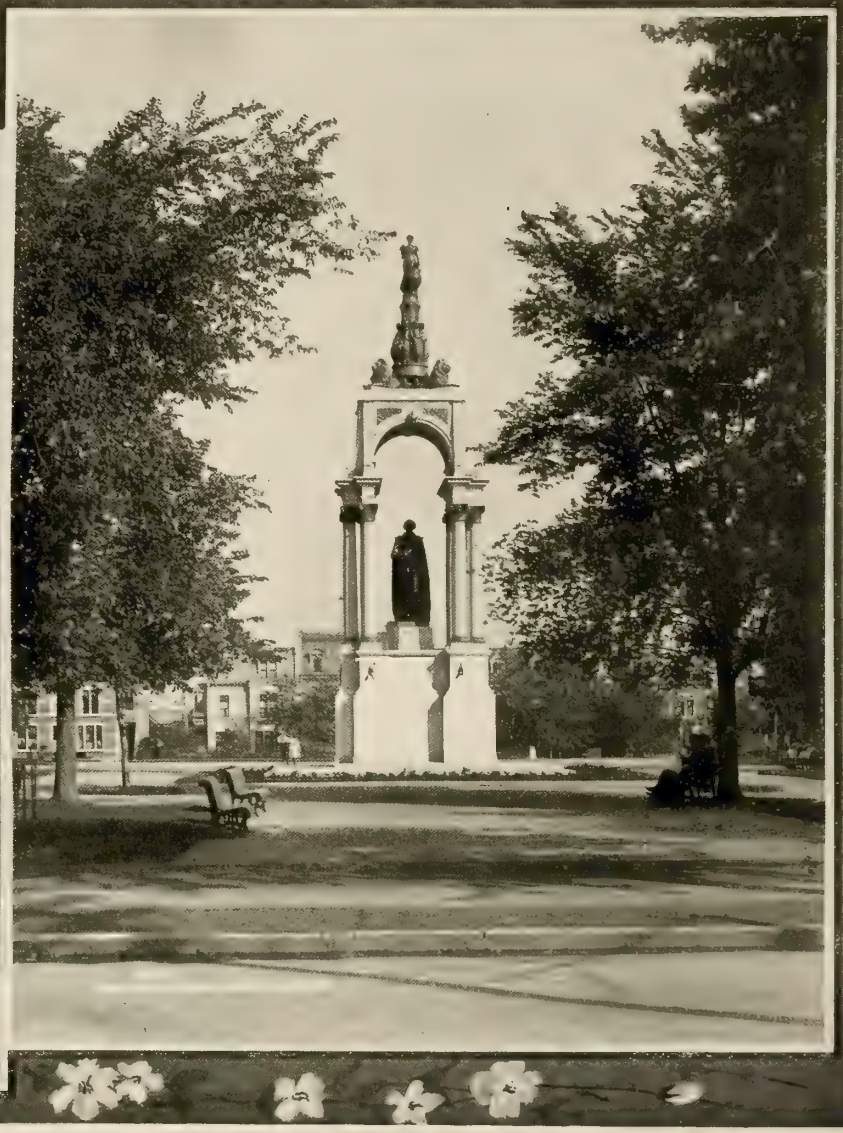
This popular house is in close proximity to both the Grand Trunk and Canadian Pacific Railway depots, as well as all the leading banks, postoffice and places of amusement. The building is fire-proof throughout, and has recently been refurnished in the most elegant manner. No effort has been spared to make the Queen's one of the most comfortable and up-to-date hotels in the Dominion.

St. Lawrence Hall.

Who has not heard of the old St. Lawrence Hall Hotel, on St. James street. The Hall has long been looked upon as one of the most popular resorts for the traveling public, and within its walls many of the most famous people of the old and new world have made their abode.

Place Viger Hotel and Depot.

Place Viger Hotel, opposite Place Viger Square, Montreal, erected by the Canadian Pacific Railroad, in connection with their eastern depot, where all passengers over that road arrive from and depart for Quebec and the east. The hotel is conveniently located to all steamboat landings, railroad depots, street cars and the business part of the city; can accommodate 350 guests; rates from $3.00 to $5.00 per day. The reputation of the Canadian Pacific Railroad hotels from Quebec to Vancouver is so well known to the traveling public that a further description is unnecessary.



Nelson's Monument.

Who has not heard of Nelson, the hero of Trafalgar Bay, the idol of the English people. In memory of his brilliant deeds of valor, this monument was erected in the year 1809, by the French and English merchants of that period. The column is 60 feet in height and 5 feet in diameter. The figure on the top is 8 feet in height. During the last few months it has undergone extensive repairs and improvements.

Macdonald Monument.

This magnificent statue, which cost over $20,000, is erected in Dominion Square, to commemorate the memory of Canada's gifted Premier the late Sir John A. Macdonald.

Old Cannon in Front of Chateau de Ramezay.

Kitchen in Chateau de Ramezay.

Snow Shoeing.—"The Tramp Through the Pines."

The Liverpool and Globe Insurance Co.'s New Building.

The Royal Insurance Co.'s New Building, Place d'Armes Square.

Mackey Street in Winter.

Dorchester Street in Winter.

The Old Lasalle House at Lachine.

This old landmark, the ruins of which are still standing on the lower Lachine Road, was once the home of Lasalle, the discoverer of the Mississippi river. The house is over 250 years old, and near this spot occurred, in the year 1689, the awful massacre of 350 white people by the warriors of the savage Iroquois tribe.

Mount Royal Park—The Old Rustic Bridge.

The Old Windmill on the Lachine Road.

Said to be 250 years old.

Mc Gill's University and Grounds.

This view of the famous College is taken from the entrance of Sherbrooke street, and shows the beautiful and well kept grounds to great advantage. The main building stands at the head of the avenue on an elevated plateau. To the right and left, but partly concealed by trees, are the other buildings of the University. Behind the whole as a fitting background, rises our glorious Mount Royal.

McGill College Hockey Team at Practice.

Victoria Square.

Is situated at the foot of Beaver Hall Hill. In this square is erected the beautiful bronze statue of Queen Victoria, by the English sculptor, Marshall Wood.

Bonsecours Market.

Our Harbor. (Entrance to the Canal.)

Montreal possesses one of the finest harbors in the world. The extensive wharves are not equalled on the continent, and by but four cities in Europe. Within the next two years over $5,000,000 are to be spent on improvements, which will completely change its present appearance. A dry dock, new piers and enormous grain elevators, are among some of the many contemplated improvements.

Winter Scenes, Mount Royal Park.

St. James Street Fire.

The Ice Palace.

It is now about thirteen years since Montreal saw the last Ice Palace. It was built in Dominion Square on the spot where now stands the statue of Sir John A Macdonald, and was in the form of an old castle, and built entirely of huge blocks of ice, which were from four to five feet long, and about two feet thick. At night time it was ablaze with electric lights and presented a most gorgeous and fascinating spectacle.

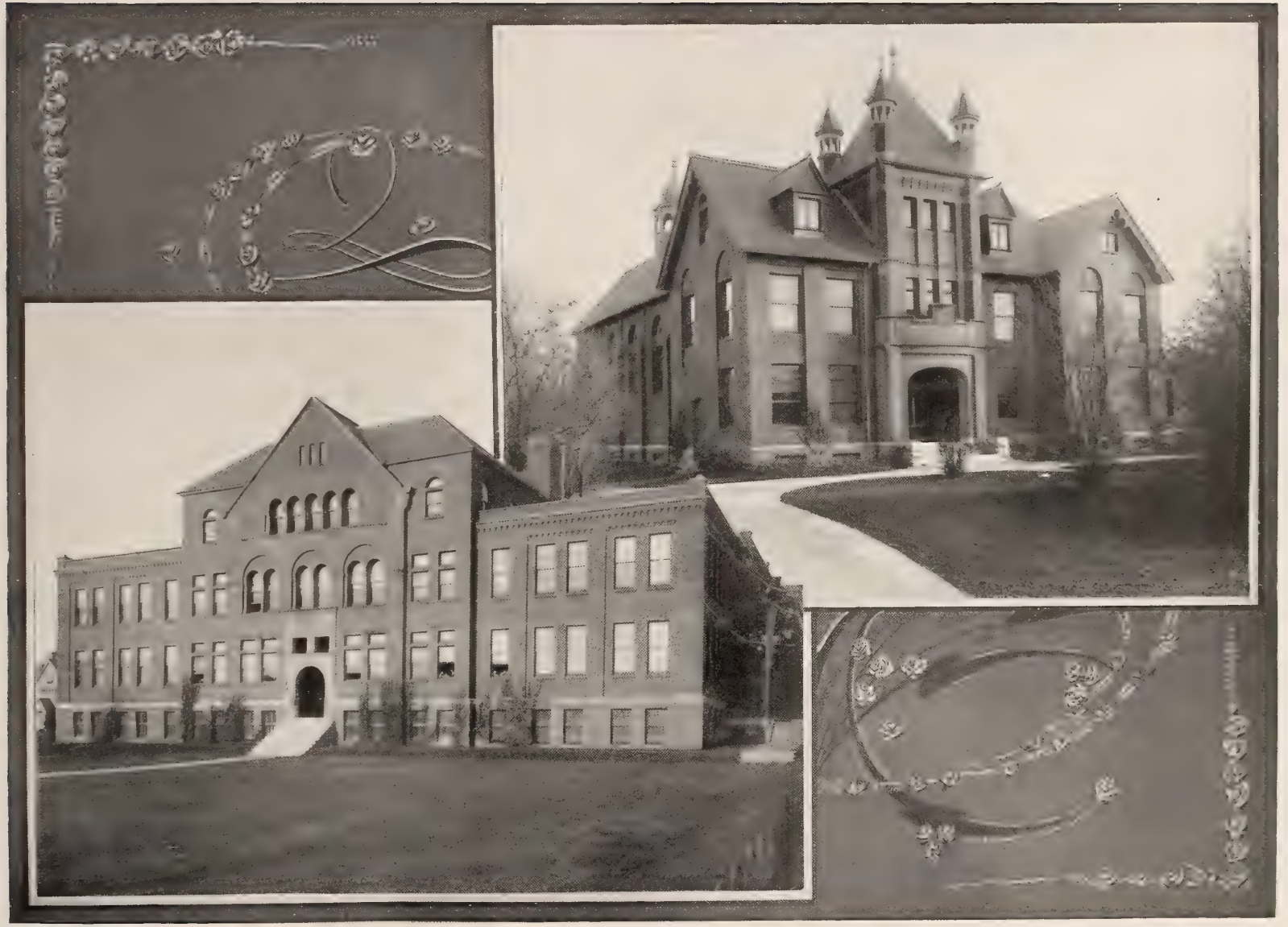
Church of the Advent, Westmount.

Melville Presbyterian Church, Westmount.

Methodist Church, Westmount.

St. Leon Roman Catholic, Westmount.

Victoria Hall, Westmount.



Westmount Academy.

Wesleyan College.

Diocesan College

Presbyterian College.

Park Drive and Reservoir.

One of the most picturesque spots at the base of Mount Royal. In the view the high level Reservoir, which supplies the upper portion of the city, is to be seen. Also the lovely winding road, the high and rugged cliffs, dotted with innumerable pines, maples and stately oak.

A View of Mt. Royal and a Residential Part of the City from Notre Dame Church.

Boys' and Girls' High School, Peel Street.

McGill College Buildings.

This illustration shows some of the principal collegiate institutions of our city; also the Art Gallery. St. Mary's College (Roman Catholic), which is under the control of the Jesuit Fathers, is situated on Bleury street, and is a very massive stone building The Congregational College is on McTavish street. Laval University (Roman Catholic) is on St. Denis street. The Art Gallery

A Group of Residences.

In this view our artist has grouped together a few of the principal private residences of some of our wealthy citizens, for which Montreal is so famed.

McGill College Buildings.

The Old Bonsecours Church. Front View.

The foundation stone of this ancient landmark was laid in the year 1658, by the celebrated Marguerite Bourgeois, and was first opened for service in the year 1675. It was the first church built of stone on the Island of Montreal. An image of the Virgin, which was brought from France about that period, is still preserved in this church. This is a front view of the church, as it was originally built. Some years ago it was almost entirely remodeled.

The Old Bonsecours Church. Rear View.

Showing the church as it now looks since the alterations which were made a few years ago.

The Harbor in Winter. (An Ice Shove.)

To see an ice shove take place in our harbor is a most magnificent and awe-inspiring sight, and many of our citizens have spent hours in waiting to get a view of this sublime spectacle. This view is taken from a photo by the well known artists, Messrs. W. Notman & Son

Snow Drift in Phillips' Square.

Notre Dame de Lourdes.

This very handsome Catholic Church, which is the resort of tourists from all parts of the globe, is situated on St. Catherine street, east, near St Denis street. The principal attraction is the interior, which is very beautiful.

Notre Dame de Lourdes. Interior.

From the tourist's standpoint, this is one of the most attractive Catholic churches in America. It is situated near the corner of St. Denis and St. Catherine streets. The statue, with altar, and the magnificent paintings which adorn the sacred edifice never fail to impress the visitor with awe and admiration. The large dome is 90 feet high, and the total length of the Church 102 feet.

Another View of the Harbor.

The Bounce.

The Montreal Hunt Club

Has its Club House and Kennels on the Cote St. Catherine road, Cote des Nelges village. The club has a membership of 150, which is limited. The hunting season begins on the 15th of August and lasts until the end of November. There are about 40 couples of hounds, and they hunt all over the island, as well as Isle Jesu and Isle Blizard.

Ice Cutting. Train Crossing St. Lawrence River in Winter.

1. Harvesting is quite an industry in Montreal. The purest quality is generally taken from above the Victoria Bridge, the blocks measuring from four to five feet in length, and about two feet in width. 2. The unusual sight of a train of cars crossing the river in winter, occurred some twenty years ago. Owing to the severe cold, the ice formed to an unusual thickness; a track was laid across the river, and trains were kept running for nearly two months. The investment turned out a financial success. 3. The scene to the right shows the Montreal Tandem Club out for a drive on Mount Royal Park.